

American Killed in Battle With Villa; Alcock Spans Ocean in 16-Hour Flight; Safe in Ireland After 'Terrible Journey'

U. S. Guns Drop Shells Into Juarez

Bombard Headquarters of
Rebels at Race Track;
Cavalry Begins Attack
To Encircle Villistas

Rocket Flare Opens Fight at 12:30 A. M.

Federals Lose City Twice
And Then Regain It;
Conflict Still Going On

EL PASO, Tex., June 16.—American troops have crossed the international border to Juarez, Mexico, where a battle is in progress between Villa-Angeles forces and Federal troops.

Following the killing of one artilleryman of the 82nd Artillery and the serious wounding of another by Mexican snipers this morning General Erwin ordered twenty-five expert riflemen to that point to return the snipers' fire. The shots which killed the artilleryman were fired before American artillery began the bombardment of the race track.

The first shrapnel shot was fired over Juarez at 12:30 o'clock this morning in the direction of the Juarez race track to dislodge Villistas.

A second shot followed in five minutes which struck near the race track, followed at two minute intervals from the two guns placed near the international bridge on the Mexican side.

Following a signal rocket, the American cavalry near San Lorenzo, Chihuahua, started an enveloping movement to the east and southeast of Juarez to surround the rebels, who were then in the vicinity of the race track.

A second green signal rocket indicated the cavalry were advancing at a charge. Heavy firing by American artillery continued.

Francisco Villa's rebel band was stationed in the Juarez race track thirty minutes before American artillery opened fire on the grand stand, it was announced at military headquarters. It was not known whether or not Villa was there personally.

The Fourth Battalion of the 24th (negro) Infantry entered Juarez at 11 o'clock last night. The 5th and 7th Regiments of cavalry crossed the Rio Grande at Three Fords, east of El Paso. A battalion of the 82d Artillery crossed east of the stockyard.

There were approximately 3,000 American troops on Mexican soil ten minutes after they were ordered to advance.

Colonel Selah R. H. Tompkins, of the 7th Cavalry, was in command of the cavalry brigade which crossed at the fords, and Colonel Hadsell was in command of the infantry. Two armored motor cars crossed the international bridge at 10:55 o'clock. The reason given at military headquarters for ordering the troops to cross was "to prevent firing from the Mexican side on El Paso."

The Americans crossed to Mexico to stop Villa's rebels from firing further shots into El Paso. This was the declaration of Brigadier General James G. Erwin to The Associated Press immediately after issuing the order for the crossing. He added emphatically that it was not to be an invasion of Mexico, that the situation was fully understood by General Francisco Gonzalez and the Carranza officials and that no resistance was anticipated from the Carranza forces which have been fighting in Juarez. No strong

Allies Allow Foe an Army Of 200,000

Revised Treaty Will Be
Handed Enemy To-day;
Cut in Armament To
Be Discussed at Once

League To Be Open To the Enemy Soon

Summary of Views of
Berlin Envoys Cabled
All Over the World

PARIS, June 15 (By The Associated Press).—Germany is to be allowed an army of 200,000 men for three years. This is one of the concessions embodied in the revised peace treaty which will be presented to the German delegation to-morrow.

A general reduction of armaments is to be negotiated immediately, it also became known to-night.

The reason given for the doubling of the previous number of effectives allowed Germany is the impossibility of adjusting the armies of Austria, Poland, Czechoslovakia and other new states proportionately to the previously arranged 100,000 men for Germany.

Germany's admission to the league of nations is fixed for "the near future."

Can Discuss Trade Terms
Her admission will enable Germany to bring up for discussion her economic propositions. Germany will be given four months to submit to the Allies proposals dealing with her total indebtedness through reparations, and methods for the payment thereof. She may propose to pay in merchandise and labor, and the Allies are to reply within two months.

A plebiscite for upper Silesia will be taken in six to eighteen months.

A clause deals with the protection by the league of nations of German minorities inhabiting the districts taken from Germany. Another deals with the inter-Allied civil commission, which will administer the left bank of the Rhine occupied by the Allied troops, to which the existing military commission will be subordinated.

Summary Made Public

On the eve of the Allied reply to the German counter proposals to the terms of peace, a summary of the counter proposals 8,000 words in length was made public here to-night, and was cabled throughout the world. This will be followed on Tuesday by a 5,000-word summary of the Allied reply. Simultaneously the revised treaty will be made public in Paris.

The government printing bureau has been laboring every minute since yesterday editing and printing the reply, which will be handed to the Germans without ceremony to-morrow.

The revised treaty probably will not be completed until Tuesday evening, but to-morrow's reply will inform the Germans why certain alterations have been made, and why others have not, and at the same time notifying the Germans that they will have until Saturday evening to accept the conditions. If they accept the signing of the treaty in the palace of Versailles will take place on Monday, the 23d.

The "transigent" says that the Germans probably will sign on seeing the united front of the Allies, which President Wilson has made possible by the attitude he has assumed since May 29.

According to the "Temps," Count von Brockdorff-Rantzau, the chief German plenipotentiary, will receive to-morrow a covering letter with appendices dealing with each question raised by the German counter proposals and amendments to such articles of the preliminaries which the council of four have rectified.

These amendments will remain confidential, as did the text itself of the preliminaries of May 7. The covering letter and appendices will be published Tuesday.

Alterations To Be Cabled
Although the treaty itself is too long for cabling extensively, the alterations will be cabled to Washington and made available by the State Department. The lengthy reply and the treaty alterations together make 25,000 words.

All arrangements for a possible advance of the Allied and associated armies have been concluded. They will

Sky Hidden Hours at Time as 'Plane Sped Through Fog, Pilot Tells "Mail"

Face Cut by Sleet Storm

Had Plenty of Fuel;
Ate Sandwiches,
Drank Hot Coffee

LONDON, June 15.—Describing the experiences of himself and Lieutenant Brown, Captain Alcock, in a message from Galway to "The Daily Mail," says:

"We had a terrible journey. The wonder is that we are here at all. We scarcely saw the sun or moon or stars. For hours we saw none of them. The fog was dense, and at times we had to descend within 300 feet of the sea.

"For four hours our machine was covered with a sheet of ice caused by frozen sleet. At another time the fog was so dense that my speed indicator did not work, and for a few minutes it was alarming.

"We looped the loop, I do believe, and did a steep spiral. We did some comic stunts, for I have had no sense of horizon.

"The winds were favorable all the way, northwest, and at times southwest. An hour and a half before we saw land we had no certain idea where we were, but we believed we were at Galway or thereabouts.

"Our delight in seeing Eastal Island and Tarbot Island, five miles west of Clifden, was great. The people did not know who we were, and thought we were scouts looking for Alcock.

"We encountered no unforeseen conditions. We did not suffer from cold or exhaustion except when looking over the side; then the sleet chewed bits out of our faces.

"Our flight has shown that the Atlantic flight is practicable, but I think it should be done, not with an airplane or seaplane, but with flying boats.

"We had plenty of reserve fuel left, using only two-thirds of our supply.

"The only thing that upset me was to see the machine at the end get damaged. From above the bog looked like a lovely field, but the machine sank into it to the axle and fell over on to her side."

"The Daily Mail's" correspondent found Alcock and Brown at Clifden, packing their gear in a huge sack. Alcock's face lit up with a smile when he was congratulated by the correspondent. Brown, who was bending over, packing, said quietly: "We didn't do so badly, did we?"

Alcock said with a laugh: "I am not at all tired."

Brown, however, confessed, "I am a bit fagged out."

The correspondent says Brown's eyes were slightly bloodshot, but that otherwise the men did not look as if they had travelled across the ocean.

Pick "Soft Spot" to Land
When the officers, operators and soldiers from the wireless plant rushed toward the machine after it had landed, Alcock said:

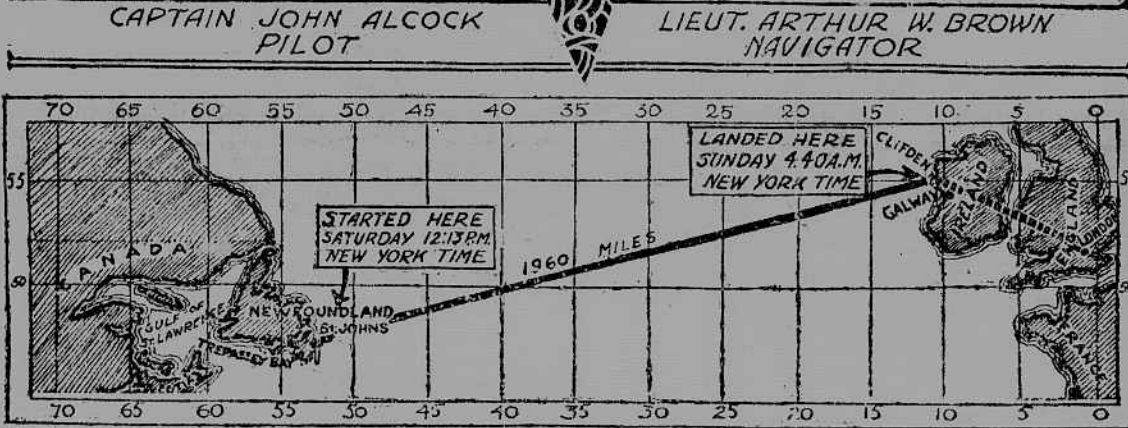
"This is the Vickers-Vimy machine. We have just come from Newfoundland."

The little crowd gasped and then cheered and cheered again.

Alcock, in telling his story, said: "We landed in the softest spot in Ireland, but I really wonder that we got here, with our wireless out of action. Neither of us got much fun out of the flight. It was a job of work."

Brown said: "We were too near it to realize what it is we have done."

Brown was able to take only four readings of the airplane's position—one from the sun, one from the moon, one from the Pole Star and one from the star Vega.



The successful transatlantic fliers and the route they followed from Newfoundland to Ireland.

Globe-Circling Zeppelin Plan Of U. S. Navy

Non-Stop Ocean Flight To
Be Followed by Round
the World Adventure, De-
clares Aviation Official

WASHINGTON, June 15.—In discussing plans for the reception of the British dirigible R-34, which is expected to reach this country within ten days, an official high in naval aviation circles declared to-night that the navy's plans for developing lighter-than-air travel had not stopped short of the possibility of a round-the-world flight in a Zeppelin.

"The flight of Nancie was only the beginning of our programme," he declared. "We were planning next to make a non-stop transatlantic flight, and then turn our attention to the Zeppelin type of ship."

"With this it would be possible to fly around the world in a week, and to say that we would not have tried it is to say that the feat is impossible. Nothing is impossible."

Inauguration of transatlantic commercial intercourse by means of Zeppelins within a few months was fore-shadowed to-day by a statement by Secretary Daniels that inquiries are being made on the part of the British government as to the possibility of a hangar for "rigids" being allowed in this country for use by a foreign-owned Zeppelin employed commercially.

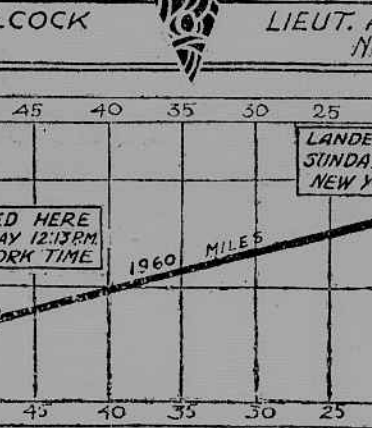
Larger Aerial Fund Sought
This statement was contained in a letter being sent to-morrow to Chairman Carroll Page, of the Senate Naval Affairs Committee, urging that the proposed appropriation of \$15,000,000 for naval aviation be increased.

Discussing the part to be played by Zeppelins in future air developments, the unnamed naval official said: "We believe it always has been proved that these ships are capable of making 5,000 and 6,000 miles at a stretch, and that once we had passed the experimental stage, there is no portion of America or its colonies, or of the world itself, that could not be reached with such a ship."

"At present we are no longer considering a transatlantic flight of any stretch, and that once we had passed the experimental stage, there is no portion of America or its colonies, or of the world itself, that could not be reached with such a ship."

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Victors!



The successful transatlantic fliers and the route they followed from Newfoundland to Ireland.

Aviator's Wedding Sequel to Flight

Lieut. Brown's Fiancee Is
Overjoyed When News
of His Safety Arrives

LONDON, June 15.—"Magnificent. Never doubted your success." This was the congratulatory message sent Lieutenant Arthur W. Brown by his fiancée, Miss Kennedy, at whose home there were rapturous rejoicings when the news arrived that the flight of Captain Alcock and Lieutenant Brown had been successful, says "The Daily Mail."

"The house was immediately decorated with flags, and throughout the day the telephone brought congratulations," the newspaper adds.

"The suspense of waiting for the news was terrible," Miss Kennedy is quoted as having said in an interview. "I will sleep sounder to-night. A message from 'The Daily Mail' Saturday evening told us the flight had begun. 'I did not expect to hear anything further before noon Saturday at the earliest, and when I learned of the safe arrival of the plane during the forenoon I was almost beside myself with joy.'"

The marriage of Lieutenant Brown and Miss Kennedy originally was fixed for April, but when Brown understood that he was to pilot Alcock's machine the wedding was postponed until after the attempt had been made.

The wedding will not be delayed. Brown and Miss Kennedy worked together in the aircraft department of the Ministry of Munitions during the war and became acquainted. They became engaged last October.

The Scout Law

V--A Scout Is Courteous

He is polite to all, especially to women, children, old people and the weak and helpless. He must not take pay for being helpful or courteous.

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Alcock's Rivals Aiming at New Time Records

Britons at St. John's Hope
to Complete Flight in
Sixteen Hours or Less;
All Entries to Compete

ST. JOHN'S, N. F., June 15.—The triumphant crossing of the Atlantic by Captain Alcock and Lieutenant Brown will not deter their rival airmen from emulating the feat, according to announcements made by the aviators here to-day.

Admiral Kerr, of the Handley Page machine, said he probably would start within forty-eight hours, and he hopes to show that his big flier can cover the distance in even shorter time than the Vickers machine took.

"The London Daily Mail's" \$50,000 prize for the first non-stop flight having fallen to the Vickers-Vimy crew the crews of other airplanes assembled here are devoting their attention to a contest for the speediest voyage across the ocean. They expect the British Air Ministry or private enthusiasts to offer speed prizes.

The effect of this trip on future contests is eagerly discussed in aviation circles, and the general impression is that all the entries for the transatlantic flight thus far made will be maintained, and the airplanes either here or on the way will make the flight in due course and with the object of shortening the trip as much as possible, as in pre-war days transatlantic steamships raced across the ocean month after month and year after year, hoping to cut an hour from the passage time between the two hemispheres.

Raynam to Try for Record
Captain Frederick P. Raynam, pilot of the Martinsyde machine, now being rebuilt, says he will fly when his machine is ready and that he believes he can beat the record made by Alcock because the Martinsyde plane is claimed to be the fastest in the world.

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Aviators Follow Direct Course Through Blinding Fog, at Times Flying Up- side Down 10 Feet Above the Water; 1,960 Miles Breaks Non-Stop Record

'Plane Is Driven Into Bog; Fliers Are Dazed by Impact

Alcock Plans to Complete Journey by
Flying to London After Machine Is
Repaired; King and Nation Shower
Congratulations on Aerial Victors

LONDON, June 15 (By The Associated Press).—The final goal of all the ambitions which flying men have ventured to dream since the Wright brothers first rose from the earth in a heavier-than-air machine was realized this morning, when two young British officers, Captain John Alcock and Lieutenant Arthur W. Brown, landed on the Irish coast after the first non-stop flight across the Atlantic Ocean.

Their voyage was without accident and without unforeseen incident, so far as can be learned. It was a straightaway clean-cut flight, achieved in sixteen hours and twelve minutes—from Newfoundland to Clifden, Ireland, a distance of approximately 1,960 miles.

But the brief and modest description which comes from the airmen at Clifden tells of an adventurous and amazingly hazardous enterprise. Fog and mists hung over the North Atlantic, and the Vickers-Vimy biplane climbed and dove, struggling to extricate herself from the folds of the airplane's worst enemies.

Flaw Upside Down at Times

She rose to 11,000 feet, swooped down almost to the surface of the sea, and at times the two navigators found themselves flying upside down only ten feet above the water.

Before coming to earth near the Clifden wireless station Alcock circled the wireless acries, seeking the best spot to reach the earth. But no suitable ground was found, so he chanced it in a bog.

The wireless staff rushed to the aid of the aviators. They found Brown dazed and Alcock temporarily deafened by the force of the impact. As soon as they were able to be escorted to the wireless station they telegraphed the news to their friends, then had breakfast.

"That is the best way to cross the Atlantic," said Lieutenant Brown after he had eaten.

Mists robbed the night of the advantage of the full moon and the wireless apparatus was torn away by the wind soon after the start. So the two aviators were thrown upon their own resources. The skilful navigation which brought the machine near to the centre of the Irish coastline was one of the finest features of the flight.

For men who had undergone the incredible strain of sixteen hours at top speed without landmarks or wireless guidance, and who were forced to make a landing on, to them, an uncharted coast, it was doubly a game of chance. The Marconi plant at Clifden furnished a recognizable goal. They circled about it and took their chances at alighting in a bog and came off with smaller damage than Blériot when he descended outside of Dover Castle from his then memorable feat of crossing the English Channel.

New Non-Stop World Record Made

Alcock and Brown completed their long journey at 9:40 o'clock British summer time (4:40 a. m. New York time). By reaching Ireland the intrepid team not only achieved the distinction of being "first across" in a single jump, but they established the world's record non-stop long-distance airplane flight.

The unbroken silence of the Vickers radio had caused apprehension, not only among the ships far flung across the Atlantic which had been listening for word from the pioneer, but also among thousands on both sides of the ocean who had waited expectantly for some flash of news from the speeding plane. Its failure to work was explained by Captain Alcock soon after his arrival at Clifden. He said that the tiny propeller which drove the dynamo furnishing power to the radio instruments had jarred loose and blown away. He said also that the air had been heavily charged with electricity, which interfered with operation of the radio.

"We were much jammed by strong wireless signals not intended for us," he said.

Ready to Continue to London

The fliers had no sooner landed in Clifden and obtained something to eat after their long journey than they began laying plans to continue the flight, possibly as far as London. Elated with their success and disgruntled only because the mishap in landing made a new rising to-day impossible, the daring airmen made the best of the situation and began making new plans based on the hope that repairs to their machine could be undertaken and completed before night.

Mechanics available in Clifden were hardly able to undertake the task of putting the bomber in flying trim again, and Alcock favored holding back on the details of the repairs until experienced technical men could reach the sandbound plane from Galway and Dublin.

There was a fair sized crowd on hand to welcome the aviators, although the earliness of the hour took the village more or less by surprise. It had not been anticipated that the Vickers plane would arrive much before noon, as it had been estimated by the fliers themselves that the journey would take about eighteen hours, even under the most advantageous conditions, in which case the plane would not have arrived until a little before noon.

Airmen Take Train for Galway

Soon after the landing Alcock and his navigator turned the care of their machine over to the townspeople and the airmen proceeded on to Galway. According to word reaching London to-night, it is probable that Lieutenant Brown will take the train from Galway to Dublin immediately and proceed on to London, reaching here Tuesday morning.

Whether he would come as the official representative of the pair and as such put in appearance at the offices of "The London Daily Mail" to claim the \$50,000 offered by Lord Northcliffe for the first airmen to cross the Atlantic in a single flight was not indicated.

Captain Alcock did not plan to accompany Lieutenant Brown to London, however, but expected to return to Clifden late this evening or early

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this summer—

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